



Association of Bay Area Governments
Bay Area Air Quality Management District
Metropolitan Transportation Commission

Joint Policy Committee

PLANNING RESOURCES

Regional and Inter-Regional Planning

Tool or Topic: **Intergovernmental Agreements**

Author

Organization

Published

Format

Title: Colorado Sprawl Action Center's Growth Management Toolkit

Kramer

Colorado Sprawl Action Center

10/1/2001

Website

[#http://www.sprawlaction.org/toolkit#](http://www.sprawlaction.org/toolkit#)

Description:

Describes eleven tools used to guide and manage growth: comprehensive planning, impact fees, open space protection and funding, affordable housing, urban growth boundaries and contiguity, designing livable communities, incentives, intergovernmental agreements and regional planning, rural lands protection, public service concurrency, transportation planning. Each tool is described in terms of problem, solution, application and internet resources.

Tool or Topic: **Intergovernmental Planning**AuthorOrganizationPublishedFormat

Title: Horizons 2025 Implementation Municipal Tools and Techniques

Cilurso

Delaware Valley Regional Planning
Commission

4/1/2002

PDF file

<http://www.dvrpc.org/planning/community/MCDtools/pdf/ToolsAndTechniques.pdf#>

Description:

This brochure describes the variety of tools and techniques available to local governments to implement the region's long-range plan, Horizons 2025, prepared and adopted by the Delaware Valley Regional Planning Commission (DVRPC). The plan provides an integrated land use and transportation vision for the region's growth and development through the year 2025. Key policies of Horizons 2025 include:

- Revitalization of the region's core cities of Philadelphia, Camden, Trenton and Chester through maintenance and restoration of existing infrastructure systems, services, and capacity to support and attract new growth
- Stabilization of older townships, boroughs, and cities located throughout the region by maintaining or improving current infrastructure to support or enhance the social, economic, and physical character of these communities
- Growth Management of developing suburban communities by discouraging extensive growth and related infrastructure services and facilities outside designated growth areas and encouraging center-based planning and alternatives to conventional suburban design
- Preservation of farming and rural communities of the region by limiting the extension or development of major infrastructure systems in rural areas
- Conservation of sensitive natural areas and an open space network

Municipal governments have the primary authority and responsibility to implement these policies. This brochure is designed to introduce local officials and citizens to planning tools that may be useful in their communities.

The tools listed in this brochure are organized into several categories: Land Use, Economic Development, Natural Resource Preservation, Historic Preservation, Transportation, and Multi-Municipal Cooperation.

Tool descriptions include an overview of the use of the tool and an example of some of its benefits. Where appropriate, after the tool description, common local planning documents that will need to be amended or adopted are listed in italics.

Tool or Topic: **Intergovernmental Planning**AuthorOrganizationPublishedFormat

Title: Inter-Municipal Cooperation: White Horse Pike Economic Development and Land Use Assessment

Cilurso

Delaware Valley Regional Planning Commission

8/1/2003

Book

[#http://www.dvrpc.org/data/pubs/abstract/03022.htm#](http://www.dvrpc.org/data/pubs/abstract/03022.htm#)

Description:

As part of a continual project to foster inter-municipal cooperation, the Delaware Valley Regional Planning Commission (DVRPC) with the support of the Camden County Planning Department and White Horse Pike Redevelopment Coalition conducted an economic development and land use assessment of the White Horse Pike from Barrington Borough to Clementon Borough. The purpose of this assessment is to examine the White Horse Pike in terms of economic redevelopment potential and to address issues such as aesthetics, traffic, and commercial revitalization strategies. This assessment will act as the first phase of the revitalization of the White Horse Pike, and the Coalition will continue to work together to implement the recommended strategies within this report.

Tool or Topic: **Intergovernmental Planning**

Author

Organization

Published

Format

Title: Regional Development Plan

Reuter

Atlanta Regional Commission

5/1/1999

PDF file

[#http://www.atlantaregional.com/qualitygrowth/rdp.html#](http://www.atlantaregional.com/qualitygrowth/rdp.html#)

Description:

In 1989, the Georgia Planning Act set the stage for ARC's current planning approach. The Act requires all local governments and regional development centers in the State to prepare comprehensive plans, featuring a "bottom up" approach with local plans coming first and regional plans following. This allows the regional plans to combine, interrelate and provide a regional umbrella for the local planning efforts.

The Atlanta Regional Commission's latest regional plan, adopted in 1997 and updated in 1999, consists of two parts. The first part, the Technical Staff Report, contains an inventory, assessment and needs analysis of seven planning elements. These elements are population, economic development, natural and historic resources, public facilities and infrastructure, housing, human services and land use.

Information from the Technical Staff Report work and initiatives and actions recommended in the earlier VISION 2020 community-based planning process were combined to form the basis of the second part of the Regional Development Plan, the Regional Agenda.

The Regional Agenda documents the results of the Commission's research and public input regarding the identification of future needs, goals and objectives, and implementation strategies to be pursued through the planning process. It contains a five-year work program for the interrelation of land use, transportation and environmental decisions, for intergovernmental coordination, for the protection of water resources, for the provision of adequate housing and for human service coordination. The Regional Agenda also contains special target area and protected land use maps and transportation and land use strategies.

Tool or Topic: **Inter-Regional Planning**

Title: Planning at the Edge, Communication, Coordination, Consultation to
Address Common Issues Across Regional Boundaries

Author

Bickel

OrganizationDelaware Valley Regional Planning
CommissionPublished

7/1/2003

Format

Book

[#http://www.dvrpc.org/asp-
files/pubs/PublicationAbstract.asp?pub_ID=03030#](http://www.dvrpc.org/asp-files/pubs/PublicationAbstract.asp?pub_ID=03030#)

Description:

This study summarizes inter-regional issues and projects identified through DVRPC staff outreach to adjacent metropolitan planning organizations and counties with the goal of achieving cooperative solutions. A study advisory committee was formed to help guide the study process and to initiate discussion on proposed coordination, communication and cooperation techniques, issue and project priorities and other potential collaborative activities. Tables and maps that summarize county-level demographic and travel information for the broader study area (year 2000 and 2020 forecasts) are included in the report. Examples of successful formal, informal and ad hoc inter-regional cooperation initiatives are also summarized. The Planning at the Edge initiative will be continued through a follow-up DVRPC project in Fiscal Year 2004

Tool or Topic: **Jobs-Housing Balance**AuthorOrganizationPublishedFormatTitle: Bridging The Gap: Closing The Mismatch Between Jobs And Workers In
The Delaware Valley

Seymour

Delaware Valley Regional Planning
Commission

10/1/1992 Book

[#http://www.dvrpc.org/asp-
files/pubs/PublicationAbstract.asp?pub_ID=92029#](http://www.dvrpc.org/asp-files/pubs/PublicationAbstract.asp?pub_ID=92029#)

Description:

This report explores the relationship between employment opportunities and the labor force of the Delaware Valley in terms of location and types of jobs available and the skills and characteristics of the existing and emerging labor force. A variety of initiatives are presented to address the jobs-workers mismatch, including training and educational programs, affordable housing efforts, and economic development policies to create new jobs.

Tool or Topic: **Jobs-Housing Balance**

Author

Organization

Published

Format

Title: Intrametropolitan Locational Patterns of People and Jobs: Which Government Interventions Make a Difference

Bollinger

Lincoln Institute of Land Policy

11/1/2000 PDF file

[#http://www.lincolninst.edu/pubs/pub-detail.asp?id=85#](http://www.lincolninst.edu/pubs/pub-detail.asp?id=85#)

Description:

State and local governments heavily intervene into urban land markets. There is growing interest in how these interventions affect the locations of people and jobs, because of concerns over urban sprawl and spatial mismatch between the locations of low-skilled workers and low-skilled jobs. Unfortunately, little evidence exists on these effects. This paper presents evidence on how a wide range of government interventions, as well as crime, alter the spatial distributions of population and employment within a metropolitan area. A unique panel database for census tracts within the Atlanta Region is used to estimate a dynamic adjustment model with fixed effects. Two variables are distinguished by their robust effects across the ten population and employment groups included in our data: whether there exists a limited access, divided highway in the tract and the total crime rate for the jurisdiction in which the tract is located.

Tool or Topic: **Regional Planning**

Author

Organization

Published

Format

Title: At Risk: The Bay Area's Greenbelt

Steinbach

Greenbelt Alliance

1/1/2000

PDF file

http://www.greenbelt.org/downloads/resources/report_atrisk2000.pdf#

Description:

A survey of the status of all open land in the region, showing that nearly 500,000 greenbelt acres could be paved by sprawl in the next 30 years. Contains detailed statistics and computer-based maps for each county.

Title page can be downloaded separately.

Tool or Topic: **Regional Planning**AuthorOrganizationPublishedFormat

Title: Colorado Sprawl Action Center's Growth Management Toolkit

Kramer

Colorado Sprawl Action Center

10/1/2001

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Tool or Topic: **Regional Planning**AuthorOrganizationPublishedFormat

Title: Development in Time: Planning the Future of California's Housing

Myers

Lincoln Institute of Land Policy

10/1/1999 PDF file

[#http://www.lincolninst.edu/pubs/pub-detail.asp?id=74#](http://www.lincolninst.edu/pubs/pub-detail.asp?id=74#)

Description:

The question of future development can benefit from a fresh examination accorded by an alternative viewpoint, one that employs temporal dynamics and housing needs. The time dimension of urban development has been unfairly neglected. The development debate has primarily been cast in terms of spatial patterns—how much density, how dispersed, or how large an ecological footprint—or as a matter of the political values behind opposing outlooks. Yet key issues attending the future of development in California can be better understood in light of an explicit temporal analysis of development over time.

Housing needs have also been of secondary concern in the policy debate over compact cities and sprawl, even though housing constitutes the majority of urbanized land. Given the close connection between projections for future population growth and plans for housing development, the absence of a housing perspective is unfortunate. Widespread consensus foresees continued population growth in California, amounting to 15 million added residents between 1990 and 2020. This oncoming population growth is most intimately linked to future development through the housing units people will demand and occupy. But development of sufficient housing stock requires time for everything from project approvals to the accumulation of annual construction that builds the total stock. Shortfalls in meeting housing needs in a timely way will surely lead to numerous adjustments and disruptions likely to adversely affect life in California for all residents.

Tool or Topic: **Regional Planning**

Author

Organization

Published

Format

Title: Exploring Ad Hoc Regionalism

Porter

Lincoln Institute of Land Policy

12/1/2002 Book

<http://www.lincolninst.edu/pubs/pub-detail.asp?id=705#>

Description:

A growing number of urban challenges—from threats of environmental degradation and sprawl, to social and fiscal disparity, to economic transformation and globalization—call for action at a regional scale. But regions in the United States largely lack governance capacity to formulate and execute plans to respond to these challenges. Some recent experiments aimed at developing governance capacity to address regional challenges rely on augmenting existing government institutions—councils of government, regional planning councils, and the like. But more often they involve interest groups from multiple sectors—public, private and nonprofit—operating in loose-knit, collaborative relations.

Douglas Porter and Allan Wallis have given the name ad hoc regionalism to this amorphous collection of governance experiments. Their new policy focus report, Exploring Ad Hoc Regionalism discusses a set of common issues that ad hoc efforts must address.

- Defining the region;
- Understanding the driving forces;
- Capacities to ensure success;
- Determining strategic handles for action;
- Sustaining action; and
- Sustaining organization.

As some of the experiments in ad hoc regionalism become more widespread, they may give rise to new institutionalized forms of governance. Meanwhile, ad hoc regional organizations are proving that they can make a difference in attracting attention to and providing solutions for regionwide issues.

Representatives from four regions—Cleveland; Santa Ana, California; Southeastern Massachusetts; and the New Jersey Highlands—described the purpose and work of their groups. Case studies of these regions, along with descriptions of other participating regions, are included in this report.

The goals of this report are to try to understand how these ad hoc efforts had emerged, how those involved defined their region, what factors drove the programs, what they were accomplishing, how well they were succeeding, and how they saw their own future. (Could they or did they even want to be sustained?). This report summarizes those themes and closes with an attempt to draw some lessons learned that can help inform efforts around the country that are struggling to develop greater governance capacity to address regional challenges.

Tool or Topic: **Regional Planning**

Author

Organization

Published

Format

Title: Managing Metropolitan Growth: Reflections on the Twin Cities Experience

Fulton

The Brookings Institution

9/1/2003

PDF file

[#http://www.brookings.edu/es/urban/publications/200309_fulton.htm#](http://www.brookings.edu/es/urban/publications/200309_fulton.htm#)

Description:

Acknowledging that neither a pure market nor a pure regulatory approach can be sustained at the regional level, this paper seeks to outline an alternative, "third way" toward managing metropolitan growth. This third way takes into account the subtle interplay of market forces and governmental policies, and works to blend the two in a politically sustainable way. The paper uses the recent experience of the Metropolitan Council in Minneapolis-St. Paul—and the policies contained in that region's newly adopted "Blueprint 2030" development framework—as an example.

Tool or Topic: **Regional Planning**AuthorOrganizationPublishedFormat

Title: Metro Vision

Johnson

Denver Regional Council of
Governments

12/1/2004 Website

[#http://www.drcog.org/index.cfm?page=MetroVision2020#](http://www.drcog.org/index.cfm?page=MetroVision2020#)

Description:

Metro Vision is the Denver region's plan for future growth and development. Metro Vision:

is a single, comprehensive guide for regional planning that integrates previously separate plans for growth, development, transportation, and water quality management.

outlines strategies that will help the region preserve its quality of life while also positioning it to benefit from growth.

recognizes that today's issues cross community lines and each community's actions affect the region as a whole.

gives each community an opportunity to make its own decisions within a larger framework of regional principles.

is designed to preserve the community differences and flexibility that give the region its vitality and character.

Tool or Topic: **Regional Planning**AuthorOrganizationPublishedFormat

Title: Metropolitics: A Regional Agenda for Community and Stability

Orfield

Lincoln Institute of Land Policy

1/1/1997

Book

<http://www.lincolnst.edu/pubs/pub-detail.asp?id=23#>

Description:

Metropolitan communities across the country face similar problems: the concentration of poverty in central cities; declining older suburbs and vulnerable developing suburbs; and costly sprawl, with upper-middle-class residents and new jobs moving out to a favored quarter. This book tells the story of how demographic research, state-of-the-art mapping and pragmatic politics in the Twin Cities region of Minnesota built a powerful alliance that led to the creation of the area's widely recognized regional government and the enactment of land use, fair housing and tax-equity reform legislation. The author's analysis has important implications for all metropolitan regions.

Tool or Topic: **Regional Planning**AuthorOrganizationPublishedFormat

Title: Metro's Regional Land Information System: The Virtual Key to Portland's Growth Management Success

Knaap

Lincoln Institute of Land Policy

11/1/2003 PDF file

[#http://www.lincolninst.edu/pubs/pub-detail.asp?id=862#](http://www.lincolninst.edu/pubs/pub-detail.asp?id=862#)

Description:

Though metropolitan Portland, Oregon, has perhaps the best-known growth management program in the world, one of the most important elements of that system has been conspicuously overlooked: the regional land information system (RLIS). Since RLIS was developed in the late 1980s, it has played a critical role in the development of every significant plan, the evaluation of every key policy, and the formulation of every major development model. RLIS created conditions that enabled a sophisticated and now much-studied approach to metropolitan growth management to emerge. In this paper, we discuss the development, use, and maintenance of RLIS, illustrating its importance for both the practice of regional planning and the advancement of planning research. We begin with an overview of planning at Metro, since it is that context that provides RLIS with much of its local and political meaning. We then examine the relationship of RLIS to specific Metro planning activities. We conclude that RLIS in particular, and regional GIS systems in general, have become vital to the success of urban growth management.

Tool or Topic: **Regional Planning**AuthorOrganizationPublishedFormat

Title: New Visions for Metropolitan America

Downs

Lincoln Institute of Land Policy

1/1/1994

Book

[#http://www.lincolnst.edu/pubs/pub-detail.asp?id=12#](http://www.lincolnst.edu/pubs/pub-detail.asp?id=12#)

Description:

American's preference for low-density development has generated severe traffic and pollution problems for central cities and has driven both urban and suburban housing prices beyond affordable levels. Downs offers thoughtful insights on the social and political problems facing metropolitan areas across the U.S. He proposes three alternative visions that reverse the trend to sprawl by emphasizing a regional sense of community rather than one oriented to a single jurisdiction.

Tool or Topic: **Regional Planning**

Author

Organization

Published

Format

Title: Regional Development Plan

Reuter

Atlanta Regional Commission

5/1/1999

PDF file

[#http://www.atlantaregional.com/qualitygrowth/rdp.html#](http://www.atlantaregional.com/qualitygrowth/rdp.html#)

Description:

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Tool or Topic: **Regional Planning**AuthorOrganizationPublishedFormat

Title: Regionalism on Purpose

Foster

Lincoln Institute of Land Policy

8/1/2001

Book

[#http://www.lincolnst.edu/pubs/pub-detail.asp?id=53#](http://www.lincolnst.edu/pubs/pub-detail.asp?id=53#)

Description:

In the past decade, interest in and experience with U.S. metropolitan regionalism have mushroomed as public officials, civic leaders and metropolitan residents seek to address complicated regional problems, including urban sprawl and inequities in housing, education and tax capacity. However, the task of brokering tradeoffs and crafting a regional vision and agenda, and delivering regional services efficiently and equitably—all in the absence of a metropolitan polity—challenges most metropolitan leaders. Case studies of Louisville, Silicon Valley, Denver, Minneapolis-St. Paul, Cape Cod and Chicago illuminate the challenges as these communities pursue regionalism for political, economic, growth-based, equity, environmental, and multiple purposes, respectively.

Tool or Topic: **Regional Planning**AuthorOrganizationPublishedFormat

Title: Urban-Suburban Interdependencies

Greenstein

Lincoln Institute of Land Policy

4/1/200

Book

<http://www.lincolnst.edu/pubs/pub-detail.asp?id=45#>

Description:

This volume captures work by policy analysts and researchers in urban and regional planning, political science, economics and related fields. By looking at issues such as economic interdependencies, global competitiveness and intergovernmental relationships, the book is an attempt to understand how cities and their suburbs are dependent on each other and to point to possible avenues for the construction of effective regional policies.

Tool or Topic: **Smart Growth General**AuthorOrganizationPublishedFormat

Title: A Field Guide to Sprawl

Hayden

Lincoln Institute of Land Policy

7/1/2004

Book

<http://www.lincolninst.edu/pubs/pub-detail.asp?id=925#>

Description:

This concise book defines the vocabulary of sprawl, from alligator to zoomburb, illustrating 51 colorful terms invented by real estate developers to characterize contemporary building patterns. Stunning aerial photographs (by Jim Wark), each paired with a definition, convey the impact of development and provide visual vocabulary needed by professionals, public officials and citizens to critique uncontrolled growth in the American landscape.

Tool or Topic: **Smart Growth General**AuthorOrganizationPublishedFormat

Title: Alternatives to Sprawl

Young

Lincoln Institute of Land Policy

12/1/1995 PDF file

[#http://www.lincolninst.edu/pubs/pub-detail.asp?id=864#](http://www.lincolninst.edu/pubs/pub-detail.asp?id=864#)

Description:

Sprawl is not a recent phenomenon. There is general agreement that it began in the construction boom of the post-World War II years and really came into its own with the initiation of the Interstate Highway System in the 1950s. There is general agreement, also, that it entered a new and much more destructive phase in the "boom" years of the past decade. As the boom has turned to bust, citizens have voiced growing disaffection with development policies and practices that are costly (in social and environmental as well as fiscal terms) and increasingly unworkable.

With more and more people deciding that they don't want the ride--or, at the very least, deciding that the price of the ticket may be too high--the search for methods of dealing with sprawl and for less destructive patterns of development has taken on new urgency.

As part of this effort, on March 22, 1995. The Brookings Institution, the Lincoln Institute of Land Policy and the National Trust for Historic Preservation cosponsored a day-long conference entitled "Alternatives to Sprawl." The speakers represented a wide range of expertise, affiliation and opinion. Their comments, ideas, research findings and recommendations are summarized in the following pages. We hope they may serve as a resource for private citizens and public officials in making informed choices about the future growth patterns of the cities, towns and countryside where we all live.

Tool or Topic: **Smart Growth General**

Author

Organization

Published

Format

Title: Balanced Transportation: Achieving Congestion Relief and Meeting
Transportation Needs in Solano County

Steinbach

Greenbelt Alliance

6/1/2002

PDF file

<http://www.greenbelt.org/downloads/regions/solano-napa/balancedtransportation.pdf#>

Description:

Attributes congestion to sprawl. Recommends a balanced transportation plan

Tool or Topic: **Smart Growth General**

Author

Organization

Published

Format

Title: Beyond Edge City: Office Sprawl in South Florida

Lang

The Brookings Institution

3/1/2003

PDF file

[#http://www.brookings.edu/es/urban/publications/langmiami.htm#](http://www.brookings.edu/es/urban/publications/langmiami.htm#)

Description:

Exploration of Office Sprawl.

Tool or Topic: **Smart Growth General**AuthorOrganizationPublishedFormat

Title: Beyond Sprawl: New Patterns of Growth to Fit the New California

Steinbach

Greenbelt Alliance

1/1/1995

Website

http://www.greenbelt.org/resources/reports/report_beyondsprawl.html#

Description:

A critique of post-war sprawl.

Tool or Topic: **Smart Growth General**AuthorOrganizationPublishedFormatTitle: Columbia, Irvine and The Woodlands: Planning Lessons from Three
U.S. New Towns of the 1960s and 1970s

Forsyth

Lincoln Institute of Land Policy

4/1/2001

PDF file

<http://www.lincolninst.edu/pubs/pub-detail.asp?id=117#>

Description:

This paper examines three new communities developed since the 1960s and planned as a response to early criticisms of urban sprawl: Columbia, Irvine, and The Woodlands. They were pioneers of a number of techniques now considered to be part of the smart growth repertoire. They also represent a best case scenario for private sector development—they had big land areas, rich developers, cutting edge professionals, and visions that were held on to. Drawing on a range of data sources—interviews, archival records, census data, and site observations—this paper shows that while they are not perfect, they are very good examples of what planners would probably all call best practices in smart growth. However problems with automobile dependence and affordability indicate areas where US planners may have to make some tougher choices about land use planning and design.

Tool or Topic: **Smart Growth General**AuthorOrganizationPublishedFormat

Title: Contra Costa County: Land Use or Abuse

Steinbach

Greenbelt Alliance

4/1/1996

Book

<http://www.greenbelt.org/resources/reports/index.html#>

Description:

A comprehensive audit of development plans--and the enormous costs associated with those plans--in the Bay Area's most pro-development county: Contra Costa. The audit reveals a massive tide of development threatening Contra-Costa's dwindling farmland and other open space, and offers recommendations for preserving the county's endangered quality of life.

Tool or Topic: **Smart Growth General**AuthorOrganizationPublishedFormatTitle: Do Highways Matter? Evidence and Policy Implications of Highways'
Influence on Metropolitan Development

Bournet

The Brookings Institution

8/1/2000

PDF file

[#http://www.brookings.edu/metro/boarnetexsum.htm#](http://www.brookings.edu/metro/boarnetexsum.htm#)

Description:

Growing concerns about traffic congestion and rapid suburban expansion (also known as sprawl) have reignited interest in the ways in which highway spending affects metropolitan growth patterns. This discussion paper extracts the best evidence to date on how highway investments distribute growth and economic activity across metropolitan areas. The paper also offers ideas on how transportation financing and policies can better respond to the various costs and benefits of highway projects in a region.

Tool or Topic: **Smart Growth General**AuthorOrganizationPublishedFormatTitle: Efficient Urbanization: Economic Performance and the Shape of the
Metropolis

Cervero

Lincoln Institute of Land Policy

12/1/2000 PDF file

[#http://www.lincolninst.edu/pubs/pub-detail.asp?id=88#](http://www.lincolninst.edu/pubs/pub-detail.asp?id=88#)

Description:

The influences of urban form and transportation infrastructure on economic performance show up in several contemporary policy debates, notably “sprawl versus compact city” and in the developing world, the future of mega-cities. This paper probes these relationships using two scales of analysis. At the macro-scale, an econometric analysis using data across 47 U.S. metropolitan areas reveals that employment densities and urban primacy are positively associated with worker productivity, suggesting the presence of agglomeration economies. Congested freeways are shown to be a consequence of strong economic performance. An intra-metropolitan analysis using data on sub-districts of the San Francisco Bay Area generally reinforce the findings of the macro-scale analysis. In the Bay Area, labor productivity appears to increase with size of labor-marketshed and high accessibility between residences and firms. Higher employment density and well-functioning infrastructure also positively contribute to economic performance.

Tool or Topic: **Smart Growth General**AuthorOrganizationPublishedFormat

Title: Investing in a Better Future: A Review of the Fiscal and Competitive
Advantages of Smarter Growth Development Patterns

Muro

The Brookings Institution

3/1/2004

PDF file

http://www.brookings.edu/metro/publications/200403_smartgrowth.htm#

Description:

This paper makes the case that more compact development patterns and investing in projects to improve urban cores would save taxpayers' money and improve regions' overall economic performance. To that end, it relies on a review of the best academic empirical literature to weigh the extent to which a new way of thinking about growth and development can benefit governments, businesses, and regions during these fiscally stressed times.

Tool or Topic: **Smart Growth General**AuthorOrganizationPublishedFormat

Title: Job Sprawl: Employment Location in U.S. Metropolitan Areas

Glaeser

The Brookings Institution

7/1/2001

PDF file

[#http://www.brookings.edu/metro/publications/glaeserjobsprawlexsum.htm#](http://www.brookings.edu/metro/publications/glaeserjobsprawlexsum.htm#)

Description:

This survey maps the new American employment landscape, using zip-code employment files to map the location of jobs in the 100 largest U.S. metropolitan areas. Metropolitan areas are divided into four categories, based on whether they have tightly-packed central business districts, a very decentralized pattern of employment, or a combination of the two. The survey also highlights the characteristics of a metropolitan area--such as region, age, and political fragmentation--that are associated with employment decentralization.

Tool or Topic: **Smart Growth General**

Author

Organization

Published

Format

Title: Land, Infrastructure, Housing Costs and Fiscal Impacts Associated with Growth: The Literature on the Impacts of Sprawl versus Managed Growth

Burchell

Lincoln Institute of Land Policy

1/1/1995

Book

[#http://www.lincolninst.edu/pubs/pub-detail.asp?id=149#](http://www.lincolninst.edu/pubs/pub-detail.asp?id=149#)

Description:

Tool or Topic: **Smart Growth General**AuthorOrganizationPublishedFormat

Title: Managing Urban Sprawl: The Effects of Land Use Externalities

Irwin

Lincoln Institute of Land Policy

7/1/2002

PDF file

[#http://www.lincolninst.edu/pubs/pub-detail.asp?id=564#](http://www.lincolninst.edu/pubs/pub-detail.asp?id=564#)

Description:

An overlooked aspect of urban sprawl is the fundamental connection between spatial economic decisions regarding land use at an individual level and the evolution of sprawl land use patterns at a regional level. These linkages arise in part from spatial externalities that generate interdependencies in the land use conversion decisions of neighboring landowners. We use an optimal timing of development model to investigate how neighborhood interaction effects, in the form of land use externalities, influence the land development decision and how the presence of such interaction effects complicate the effects of exogenous policies designed to manage growth. Detailed parcel-level data on land use change from a central Maryland region are used to estimate a hazard model of land use conversion that captures the influence of time-varying variables, including changes in neighboring land uses, on the rate of land conversion at a parcel level. The results of this model are used to test hypotheses regarding the direction and relative magnitudes of the interaction effects and to investigate the effect of policies designed to cluster development and preserve open space. The model is also used to investigate how interaction effects modify the outcome of a particular policy variable aimed at creating open space by clustering development. Simulations of alternative clustering policies are performed using the estimated parameters to explore the effects of the clustering policy on sprawl patterns of development.

Tool or Topic: **Smart Growth General**AuthorOrganizationPublishedFormat

Title: New Regionalism: Building Livable Communities Across the Delaware Valley

Elkis

Delaware Valley Regional Planning Commission

7/1/1999

Book

[#http://www.dvrpc.org/asp-files/pubs/PublicationAbstract.asp?pub_ID=99008#](http://www.dvrpc.org/asp-files/pubs/PublicationAbstract.asp?pub_ID=99008#)

Description:

New Regionalism expands the concept of New Urbanism to include 1) limiting new development to designated growth areas, 2) fostering suburban development based on traditional neighborhood design principles, 3) encouraging infill development and urban revitalization, and 4) preserving an inter-connected regional open space network. This report explains key strategies and design principles for enhancing livability at both the neighborhood and regionwide scale, and presents local case studies of how various communities in the Delaware Valley are applying these principles to make themselves more livable.

Tool or Topic: **Smart Growth General**AuthorOrganizationPublishedFormat

Title: New Visions for Metropolitan America

Downs

Lincoln Institute of Land Policy

1/1/1994

Book

[#http://www.lincolnst.edu/pubs/pub-detail.asp?id=12#](http://www.lincolnst.edu/pubs/pub-detail.asp?id=12#)

Description:

American's preference for low-density development has generated severe traffic and pollution problems for central cities and has driven both urban and suburban housing prices beyond affordable levels. Downs offers thoughtful insights on the social and political problems facing metropolitan areas across the U.S. He proposes three alternative visions that reverse the trend to sprawl by emphasizing a regional sense of community rather than one oriented to a single jurisdiction.

Tool or Topic: **Smart Growth General**AuthorOrganizationPublishedFormat

Title: Office Sprawl: The Evolving Geography of Business

Lang

The Brookings Institution

10/1/2000 PDF file

[#http://www.brookings.edu/metro/officesprawl/report.htm#](http://www.brookings.edu/metro/officesprawl/report.htm#)

Description:

Suburbs now contain the majority of office space in many of the country's top metropolitan office markets, according to this survey. Before 1980, central cities dominated the office market, but over the last two decades, office space has become much more dispersed. A new urban form, an "edgeless city," is emerging.

Tool or Topic: **Smart Growth General**AuthorOrganizationPublishedFormat

Title: Reviving the Sustainable Metropolis: Guiding Bay Area Conservation and Development into the 21st Century

Steinbach

Greenbelt Alliance

6/1/1989

Book

[#http://www.greenbelt.org/resources/reports/index.html#](http://www.greenbelt.org/resources/reports/index.html#)

Description:

A concise report on how to resolve the San Francisco Bay Area's growing metropolitan problems, including urban sprawl, greenbelt destruction, and traffic congestion. Offers a short history of the region, an analysis of current land development trends and their consequences, a menu of policy solutions, and a fact-based appendix detailing the experiences of other regions--in the U.S. and abroad--in shaping metropolitan growth.

Tool or Topic: **Smart Growth General**AuthorOrganizationPublishedFormat

Title: Smart Growth: Form and Consequences

Szold

Lincoln Institute of Land Policy

6/1/2002

Book

[#http://www.lincolninst.edu/pubs/pub-detail.asp?id=249#](http://www.lincolninst.edu/pubs/pub-detail.asp?id=249#)

Description:

What smart growth is and how it should direct our future planning and development remain confusing to many observers, including decision makers in the public arena who must learn a new vocabulary and offer more than rhetoric to citizens hungry for strong policy, planning and design solutions. Whether one sees smart growth as a slogan, a catch phrase, a call to the barricades or perhaps even the battle flag waved by the enemy, it raises many questions that we need to answer. The chapters in this book offer eclectic and wide-ranging essays that take the reader through the history of suburban growth to the spatial and temporal consequences of the current state and stages of growth and technological change, and across the normative assumptions about design, urban and suburban neglect and revival, private versus public property rights, and environmental ethics.

Tool or Topic: **Smart Growth General**AuthorOrganizationPublishedFormat

Title: Solano County Smart Growth Zones: Rewarding Cities that Plan for Livability

Steinbach

Greenbelt Alliance

5/1/2002

PDF file

http://www.greenbelt.org/downloads/regions/solano-napa/smart_growth_zone_prop.pdf#

Description:

This fact sheet elaborates on the "Reward Smart Growth Planning" element in the Transportation for a Livable Solano County recommendations

Tool or Topic: **Smart Growth General**AuthorOrganizationPublishedFormat

Title: The Debate Over Future Density of Development: An Interpretive Review

Myers

Lincoln Institute of Land Policy

1/1/1999

PDF file

[#http://www.lincolninst.edu/pubs/pub-detail.asp?id=63#](http://www.lincolninst.edu/pubs/pub-detail.asp?id=63#)

Description:

Projections for rapid population growth by the year 2020 have increasingly focused planners' attention on the issue of the future density of development. This paper offers an interpretative review of major positions taken within the debate over future density, adopting a temporal, as well as spatial, perspective. While the debate is frequently conducted in factual terms, the literature on density is highly subjective, involving alternative views of the future as well as a fundamental divergence between long- and short-term, and collective and individual economic orientations. This review contrasts the positions held by proponents of compact development and sprawl, with a special section dedicated to a discussion of the various meanings of these two terms. Subsequent sections examine dueling reports on future development in California produced by the Bank of America and Wells Fargo Bank, the relationship of the new urbanism to density, and the tension within developers' interests relating to sprawl, on the one hand, and compact development and the new urbanism on the other.

Tool or Topic: **Smart Growth General**AuthorOrganizationPublishedFormat

Title: The Impacts of Urban Form on Travel: A Critical Review

Crane

Lincoln Institute of Land Policy

3/1/1999

PDF file

[#http://www.lincolninst.edu/pubs/pub-detail.asp?id=62#](http://www.lincolninst.edu/pubs/pub-detail.asp?id=62#)

Description:

What is the scope for using land use and urban design to reduce automobile travel? This paper reviews the recent literature on how the built environment may or may not influence travel behavior. It begins with a short summary of urban spatial theory and other conceptual frameworks explicitly linking urban structure to travel. This is followed by work that uses data on actual behavior to examine and then test several hypotheses. The paper summarizes these studies at the same time that it critically evaluates their data, methods, and conclusions. It concludes that while research on this important set of topics is improving in several respects, our current understanding of these relationships remains poor. The rational basis for using land use and urban design to change travel behavior thus appears limited.

Tool or Topic: **Smart Growth General**AuthorOrganizationPublishedFormat

Title: Urban Sprawl

Nechyba

Lincoln Institute of Land Policy

7/1/2004

PDF file

<http://www.lincolninst.edu/pubs/pub-detail.asp?id=924#>

Description:

Modern usage of the term “sprawl” was coined in 1937 by Earle Draper -- one of the first city planners in the southeastern United States (Black, 1996). By the end of World War II, the major themes that characterize the current debate over sprawl and its connections to transportation and income had already emerged. These issues were summarized in the 1940’s by the British advocate of city planning F.J. Osborn (1946 [1965], p. 15):

These new forms of transportation...were used ...to facilitate the sprawling of suburbs, a type of urban growth wasteful from the economic standpoint and disadvantageous socially. Coupled with the rise of real incomes, rapid transport has enabled the people moving out from the centers to find the open residential surroundings they desired. But they and the numerous immigrants from rural areas have obtained these surroundings at the expense of long and costly daily journeys to and from work. Local community life has been weakened or destroyed, and access to the country made more difficult for the large numbers of residents still left in the city centers.

In the years since Draper introduced the concept of urban sprawl, popular concern over the issue has continued and grown. In the 1998 elections alone, more than 150 ballot measures were introduced to combat urban sprawl in one way or another, and over 85 percent of them passed (Samuel, 1998).

We begin with an overview of the causes and consequences of urban sprawl in the twentieth century, focusing in particular on lower transportation costs and self-sorting of the population. By sprawl, we will mean the tendency toward lower city densities as city footprints expand. Overall, it seems clear to us that Americans are better off than they were prior to the rise of sprawling cities, largely because the sprawling cities have created opportunities for significantly higher levels of housing and land consumption for most households. These gains, however, have not come without associated costs. Following the overview, we focus on four issues that raise clear efficiency and equity concerns: unproductive congestion on roads, high levels of metropolitan car pollution, the loss of open space amenities, and unequal provision of public goods and services across sprawling metropolitan suburbs that give rise to residential segregation and pockets of poverty. Finally, we consider the tradeoffs inherent in some policies commonly proposed to address urban sprawl. Throughout, a main theme of our discussion is that a full analysis of sprawl is made difficult by the lack of a usefully integrated economic model of urban economies. Along these lines, we conclude with some thoughts on possible future research agendas.

Tool or Topic: **Smart Growth General**AuthorOrganizationPublishedFormat

Title: Urban Sprawl in a U.S. Metropolitan Area: Ways to Measure and a Comparison of the Sacramento Area to Similar Metropolitan Areas in California & U.S.

Wassmer

Lincoln Institute of Land Policy

1/1/2000

PDF file

[#http://www.lincolninst.edu/pubs/pub-detail.asp?id=114#](http://www.lincolninst.edu/pubs/pub-detail.asp?id=114#)**Description:**

For more than forty years, urban planners, environmentalists, and other social engineers have used the pejorative catch phrase of urban sprawl to categorize much of what Americans dislike about suburban life in U.S. metropolitan areas. In the early 1990s, coinciding with Joel Garreau's (1991) publication of *Edge City: Life on the New Frontier*, the term urban sprawl grew to common usage in the public's lexicon and is now a policy concern that is even debated at the national level. In his 1999 State of the Union Address, President Clinton devoted nearly 20 percent of his time to issues related to metropolitan development; he only spent more time on foreign policy. Vice President Al Gore, running for President in 2000, followed up with campaign speeches that attributed road rage, loss of fertile land, central city decay, and even a decline in family life to urban sprawl. Alternatively, Conservative commentators like Thomas Sowell (1999) and George Will (1999) attribute this national focus as the most recent crisis contrived by Liberals to justify government interference in what should be the private choices of where people and businesses locate.

Given this background, it is hard to find an individual or policymaker in any region in the United States who, at least publicly, favors urban sprawl. At the same time, it is equally difficult to find someone who can concisely define what urban sprawl is and how to best measure the degree to which it has occurred in a region. However, it is not hard to find an individual or policymaker in the United States concerned over the negative outcomes that are widely attributed to urban sprawl: loss of open space, traffic congestion, air pollution, a greater percentage of the poor living in the inner-city, central city blight, etc. To correctly test the causal connection between urban sprawl and these negative outcomes, ways are needed to measure the degree that urban sprawl has occurred in a metropolitan area like Sacramento. Once this measurement is chosen, factors cited as causes of urban sprawl can also be tested for validity, and if appropriate, these tests can then form the basis for public policies designed to reduce sprawl and the negative urban outcomes attributed to it.

Tool or Topic: **Smart Growth General**AuthorOrganizationPublishedFormat

Title: Vacating the City: An Analysis of New Homes vs. Household Growth

Bier

The Brookings Institution

12/1/2003 PDF file

[#http://www.brookings.edu/metro/publications/20031205_bier.htm#](http://www.brookings.edu/metro/publications/20031205_bier.htm#)

Description:

An analysis of building permits and household changes in 74 of the largest metropolitan areas found that:

From 1980 to 2000, the number of new building permits exceeded the number of new households by nearly 19 percent, although there were dramatic differences between decades. New housing permits outpaced household growth the greatest in the Northeast and Midwest, at 30 percent and 35 percent, respectively.

When metropolitan building permits outpace household growth, it generally comes at the expense of the central city and possibly older, inner-ring suburbs. The size of a city's share of metropolitan area building permits affects its change in households. All but one of the 27 cities that lost households in the 1990s had a small share (less than 10 percent) of their area's building permits.

If housing permits lag household growth in a metropolitan area, then the central city will not lose households and may actually gain them. In contrast, the more that new housing permits exceed household growth in a metropolitan area, the more likely the central city will lose households. But if the city's share of the area's permits is large enough, the city can escape household loss and can grow.

Overall, the relationship between housing construction and household growth is a fundamental and potent factor in the dynamics of urban change.

Tool or Topic: **Smart Growth General**

Author

Organization

Published

Format

Title: Vacaville at a Crossroads: The path to smart growth or a highway to sprawl?

Steinbach

Greenbelt Alliance

11/1/2002 PDF file

[#http://www.greenbelt.org/downloads/regions/solano-napa/GA_VacavilleRpt.pdf#](http://www.greenbelt.org/downloads/regions/solano-napa/GA_VacavilleRpt.pdf#)

Description:

Vacaville's choices as it grows in the next decade.

Tool or Topic: **Smart Growth General**AuthorOrganizationPublishedFormatTitle: When Corporations Leave Town: The Costs and Benefits of
Metropolitan Job Sprawl

Persky

Lincoln Institute of Land Policy

1/1/2000

Book

[#http://www.lincolninst.edu/pubs/pub-detail.asp?id=161#](http://www.lincolninst.edu/pubs/pub-detail.asp?id=161#)

Description:

A central question in the recently reemerged debate about regionalism and suburban sprawl asks: What are the costs and benefits to society at large when private firms take advantage of profitable expansion opportunities in the outer suburbs and thus leave vacant sites in older central cities? This study develops a consistent and comprehensive cost-benefit analysis of this contentious issue.

Tool or Topic: **Smart Growth General**AuthorOrganizationPublishedFormat

Title: Who Sprawls Most? How Growth Patterns Differ Across the U.S.

Fulton

The Brookings Institution

7/1/2005

PDF file

[#http://www.brookings.edu/metro/publications/fultonpendall.htm#](http://www.brookings.edu/metro/publications/fultonpendall.htm#)

Description:

This is the first national study to measure the consumption of land for urbanization compared to population change for every U.S. metropolitan area. It finds that, contrary to conventional wisdom, the West is home to some of the densest metropolitan areas in the nation. By contrast, the Northeast and Midwest are in some ways the nation's biggest sprawl problems because their metropolitan areas added few new residents, but consumed large amounts of land. The report also examines variables associated with sprawl, density, and urbanization, and finds for example, that, all else being equal, metropolitan areas with large shares of foreign-born residents have higher densities and sprawl less.